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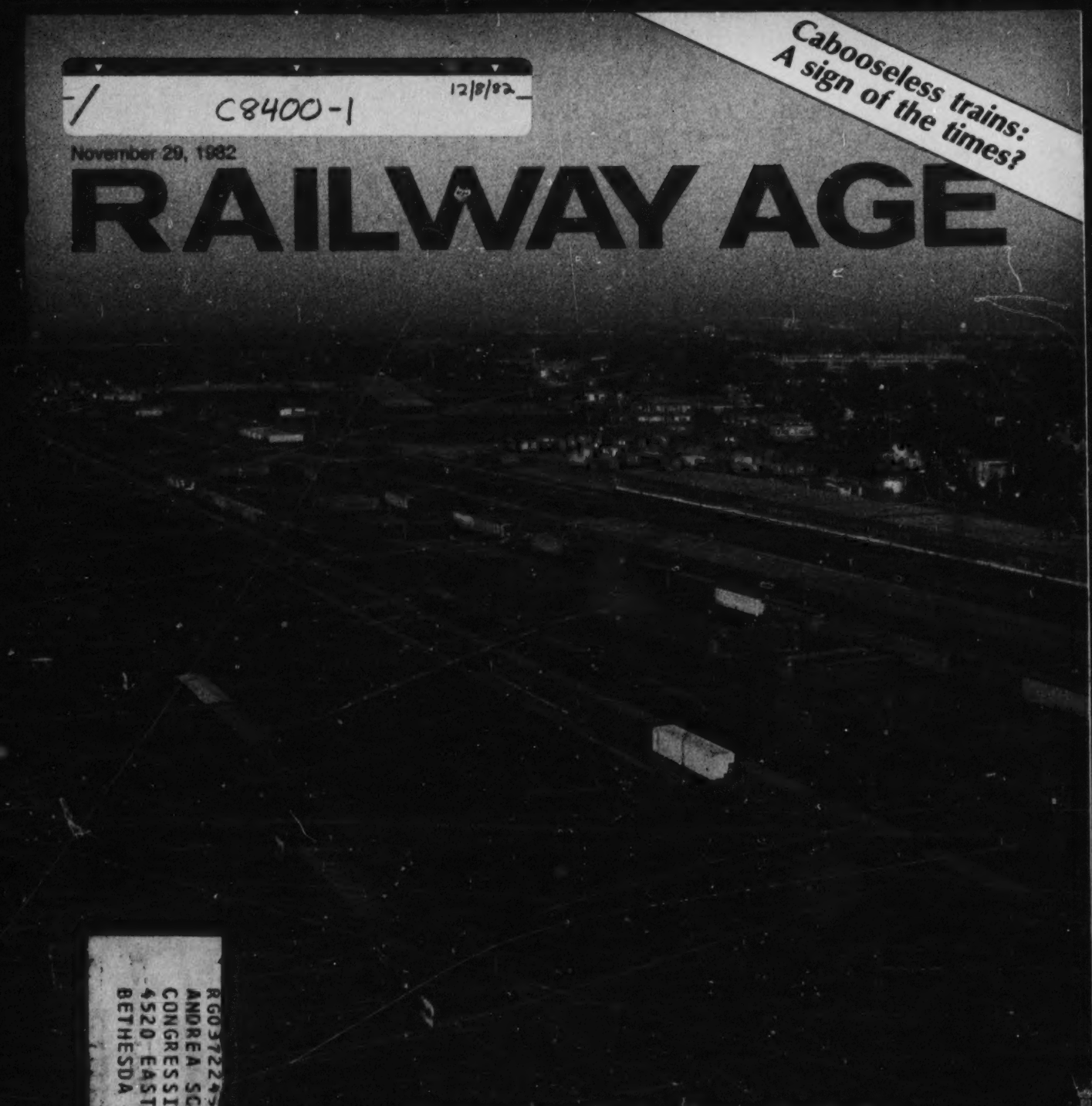
November 29, 1982

RAILWAY AGE

Cabooseless trains: A sign of the times?



Intermodal: One bright spot in a dull, dull year

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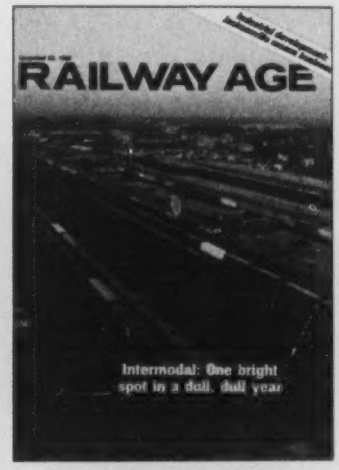
FEATURES



Cover: Trainload of red-liveried Itel containers, carrying Japanese made kerosene stoves, was photographed at Cicero Yard by Jim Hagle, BN's regional manager of public relations, Chicago. *Page 15.*

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15 Intermodal: A bright spot in a dull, dull year
As piggyback traffic continues to buck national economic trends, railroads are looking at motor carriers as partners in total transportation systems.

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The gradual elimination of cabooses is just one outcome of new agreements that some believe could signal a breakthrough in management-employee relations.

24 Apalachicola Northern: A little railroad with big ideas
AN hopes to increase its ton-miles 20-fold by the turn of the century. For starters, AN is playing a key role in a big new rail-water-rail coal move.

28 Industrial development: Some tips from an expert
"The times are right," says Fantus Company's James M. Bruce, Jr., "for railroads to re-assert themselves in their industrial development function."

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Charles N. Marshall, Conrail's general counsel-commerce, examines forces that he says "are ensuring that interrailroad price competition will increase."

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CARLOADINGS

Loadings of revenue freight in the week ended Nov. 6 totaled 359,460 cars, according to the Association of American Railroads. This was a decrease of 65,159 cars, or 15.3%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended Nov. 6 are estimated at 15.6 billion, a decrease of 14.5% below the corresponding week of 1981.

REVENUE FREIGHT CARLOADINGS

Commodity	Nov. 6 week	Oct. 30 week	Oct. 23 week
Grain	28,385	28,750	24,048
Other farm products	6,683	6,578	4,738
Metallic ores	11,611	11,649	11,950
Coal	108,602	108,162	110,865
Crushed stone, gravel & sand	9,643	9,702	9,492
Nonmetallic minerals	8,906	9,289	9,440
Grain mill products	11,818	12,089	12,480
Food & kindred products	13,379	13,830	13,476
Primary forest products	14,475	14,407	14,649
Lumber & wood products (except furniture)	6,104	6,627	6,346
Pulp, paper & allied products	15,808	16,251	15,741
Chemicals & allied products	20,933	21,156	20,294
Petroleum products	4,606	4,809	4,722
Stone, clay & glass products	9,951	10,037	10,216
Coke	3,770	3,662	4,170
Metals & products	7,220	7,460	7,040
Motor vehicles & equipment	12,918	14,312	14,124
Waste & scrap materials	7,367	7,958	7,850
Forwarder & shipper assn. traffic	7,887	8,281	8,035
All other carloads	49,219	50,737	48,304
LCL traffic	175	190	182
Total Cars Loaded	**359,460**	**365,936**	**358,162**

	1982	1981
Cumulative total, 45 weeks	**16,300,187**	**18,998,747**
Estimated revenue ton-miles (billions), 45 weeks	**693.4**	**799.6**

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended Oct. 30 totaled 43,021 cars (11.9% above the corresponding 1981 week) and 68,108 trailers or containers (down 0.9% from 1981). Cumulative volume for the first 44 weeks of 1982 is 1,620,576 cars (up 9.5% from 1981) and 2,837,748 trailers or containers (up 6.5% from 1981).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended Oct. 14 totaled 3.7 million metric tons (down 11.8% from 1981). Cars loaded totaled 56,009 (down 13.6% from 1981). Cumulative loadings for 1982 were 161.7 million metric tons (down 10.8% from 1981).

• *BRAE Corp.*—Completed production of an order for 100 insulated piggyback trailers during the third quarter, and has a backlog of 900 additional trailers extending well into 1983, including units for delivery to three railroads.

• *Portec.*—Will supply three air-operated side dump gondolas for the El Cerrejon (Colombia) coal mining project. Scheduled for delivery in first quarter 1983, the cars will be used in the construction of port facilities and a mining railroad that are part of the $3-billion project. Morrison-Knudsen is the project's prime contractor.

• *Tri-County Metropolitan Transportation District of Oregon.*—Awarded contracts to CF&I and to British Steel for materials to be used in construction of the 15-mile Banfield light rail line. CF&I's contract, worth $1.06 million, covers the supply of spikes, plates, and rail anchors. A $2.96-million contract to British Steel covers an initial purchase of rail. A second rail contract is to be awarded later.

• *New Jersey Transit.*—Has awarded a $20,999,570 contract to Morrison-Knudsen for the rebuilding of 70 Arrow II m-u cars. The work, to begin in December, includes a basic overhaul of all rotating equipment (traction motors, clean air blowers, air brake systems, propulsion control systems, heating and air conditioners) and upgrading the cars to Arrow III configuration (installing three-and-two walkover seating, improving emergency door access, installing Microphor on-board treatment toilets, improving the crashworthiness of the interior, installing window glazing, retrofilling PCB transformers with ester-type fluid, and installing strobe lights). The Morrison-Knudsen bid was about $3 million less than GE's bid of $23,999,670.

ESTIMATED OWNERSHIP—ALL REVENUE FREIGHT CARS

October 1, 1982 vs. October 1, 1981

		Box	Covered Hopper	Gondola	Hopper	Flat	Refg.	All Others	TOTAL
Class I RRs	1982	287,389	169,263	137,079	297,629	87,743	56,443	23,460	1,059,006
	1981	320,194	173,183	143,111	307,926	91,747	59,553	26,022	1,121,736
Class II & S&T Cos.*	1982	52,730	9,402	10,676	12,998	4,741	3,407	3,373	97,327
	1981	54,898	9,065	11,374	13,591	4,795	3,671	3,277	100,671
Railbox-Railgon	1982	24,930		3,999					28,929
	1981	24,932		3,947					28,879
RRO&C** Refgs.	1982						3,866		3,866
	1981						3,232		3,232
Private	1982	524	129,878	27,735	21,309	52,749	5,664	190,250	428,109
	1981	769	124,993	24,944	21,032	52,374	8,439	190,199	422,750
GRAND TOTAL	1982	365,573	308,543	179,489	331,936	145,233	69,380	217,083	1,617,237
	1981	400,793	307,241	183,376	342,549	148,916	74,895	219,498	1,677,268

* Class II railroads and switching and terminal companies.
** Railroad owned and controlled refrigerator car lines.